



MOBILITY

LIVE



GOALS, OBJECTIVES, AND POLICIES

GOAL MBL 1 MOBILITY SYSTEM

GOAL MBL 2 MOBILITY INFRASTRUCTURE

GOAL MBL 3 MAXIMIZE INVESTMENT & RETROFITTING

WORK



PLAY



GROW





MOBILITY ELEMENT

WHAT IS THE MOBILITY ELEMENT?

The Mobility Element provides policies and guidelines to maintain and improve the City's transportation system and enhance the travel choices of current and future residents, visitors and workers. The Mobility Element sets forth a framework to create a modern, well-balanced transportation system that provides mobility choices and creates great places where people want to live and invest their time and money. True mobility means people have the option to walk, bike, ride, or drive in a safe and comfortable environment. The Mobility Element uses the following guiding principles:

- Expanding the City's transportation system to provide alternatives to the use of single-occupant vehicles
- Enhancing the City's corridors for all modes of transportation
- Increasing bicycle and pedestrian connections, routes, and facilities
- Improving the efficiency of the existing transportation system
- Investing in bridge and roadway maintenance and repair
- Promoting transportation demand management techniques



MOBILITY GOALS

GOAL MBL 1	MOBILITY SYSTEM PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT.
GOAL MBL 2	MOBILITY INFRASTRUCTURE ACCOMMODATE THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS OF ALL USERS BY PROVIDING A SUPERIOR MULTIMODAL SYSTEM.
GOAL MBL 3	MAXIMIZED INVESTMENT & RETROFITTING ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY, ACCESSIBILITY, AND THE QUALITY OF LIFE.



GOAL MBL 1 MOBILITY SYSTEM

PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT. (GOAL C Carried Forward)

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 1** shall be measured utilizing the following performance indicators:

- 🌸 Develop a Citywide Mobility Plan;
- 🌸 Develop a Mobility Fee based upon the Mobility Plan;
- 🌸 Decrease in travel distance to work;
- 🌸 Increase in transit ridership;
- 🌸 Percentage of mixed-use development accessible by multiple modes of transportation;
- 🌸 Achieve recognition as a Bicycle-Friendly Community or Walk-Friendly Community OR achieve an average community Walk Score or Bike Score of 70 or more; and,
- 🌸 Increase non-automobile transportation mode share by 5% by 2025.

Objective MBL 1.1 Mobility Plan

Provide facilities to support the use of all modes of travel by developing and implementing a citywide Mobility Plan and implementing a Mobility Fee based upon the Mobility Plan.

Policy MBL 1.1.1

Collaborate with local strategic partners to develop a Mobility Plan to determine the city's overall mobility needs. The Mobility Plan will:

- 🌸 Outline a range of mobility projects identified to provide facilities for all users.
- 🌸 Include evaluation measures to assess the mobility impacts of development.
- 🌸 Identify opportunities for new transit, bicycle and pedestrian infrastructure.
- 🌸 Identify opportunities to reinvest in existing roadway infrastructure without increasing laneage.
- 🌸 Provide a mechanism to calculate funding contributions by development. Development shall refer to both new development and redevelopment or expansion of existing development.

[Complete by 2022]

Policy NDC 2.2.1

Policy MBL 1.1.2

Prioritize the mobility-oriented projects needed to offset the impact of development. When a development is required to directly provide mobility projects to offset the development's mobility impacts, the City's adopted list of mobility projects shall provide guidance for developer mitigation in the form of in-kind project contributions.

Policy MBL 1.1.3

Except as identified in Policy MBL 1.1.7, coordinate with Palm Beach County to incorporate the County's transportation concurrency needs, including proportionate fair-share funding and road impact fees, into the Mobility Plan while maintaining the City's mobility needs, as included in Policy MBL 1.1.1.

(Amended Policies A-2.1, A-2.2, A-2.5)

Policy MBL 1.1.4

Address mobility principles and transportation issues, such as but not limited to the following, within the Mobility Plan:

- 🌸 Pedestrian and Bicycle Master Plans (see also MBL 2.1.1 and MBL 2.2.1)
- 🌸 Transit opportunities through commuter rail service providers
- 🌸 Complete Streets Policy and guide to context-sensitive and appropriate implementation



GOAL MBL 1 MOBILITY SYSTEM

- 🌐 Interconnected street network
- 🌐 Access management
- 🌐 Freight mobility
- 🌐 Transportation Demand Management
- 🌐 Historic neighborhood character considerations
- 🌐 Parking
- 🌐 Equity

(Incorporates Policies A-1.1, A-1.2, A-1.3, A-1.4, A-1.8)

Policy MBL 1.1.5

Identify metrics for measuring overall mobility in the Mobility Plan rather than using conventional vehicular level of service. Establish measures for pedestrian, bicycle and vehicular levels of service within the Mobility Plan [e.g., persons per mile or other measure]. [Complete by 2025]

Policy MBL 1.1.6

Upon adoption of a Mobility Plan and Mobility Fee, coordinate with Palm Beach County to adjust or repeal the Transportation Concurrency Exception Area (TCEA) and amend the County's Comprehensive Plan as needed; the TCEA as adopted shall remain in effect until a Mobility Plan is adopted. (Amended Objective D-3)

Policy MBL 1.1.7

The Mobility Plan may be implemented citywide or may be applied to certain areas of the City. For areas within the City not encompassed by part of the Mobility Plan, traditional Countywide Concurrency standards, including proportionate fair share and impact fees, shall be applicable. Until such time as the City adopts the Mobility Plan, and associated Mobility Fee, for either citywide or for a specific geographic area, any area not within the boundaries of the Mobility Plan shall be regulated by the Palm Beach County Transportation Concurrency.

(Amended Policies A-2.1, A-2.2, A-2.5)

Policy MBL 1.1.8

Prioritize overall mobility over conventional vehicular level of service.

Objective MBL 1.2 Multimodal System

Address mobility through a multimodal transportation system that includes facilities for pedestrians, bicycles, transit, and motor vehicles. (Updated Objective A-1)

Policy MBL 1.2.1

Prioritize mobility with consideration to sustainability, environmental, social, accessibility and equity factors using the following hierarchy as a guideline for prioritizing projects based on transportation mode. Where adequate facilities exist for all modes, enhancing the quality and integration of the facilities will be prioritized based on the Sustainable Mobility Hierarchy modes:

1. Walking
2. Bicycling and Nonmotorized Vehicles
3. Low Speed Vehicles (e.g., Golf Carts)
4. Public Transit (bus and rail)
5. Ride Sharing
6. Service & Deliveries
7. High Occupancy Vehicles
8. Single-occupancy Automobiles

Policy MBL 1.2.2

Implement context-sensitive Complete Streets principles, where appropriate, in the planning, programming, and construction of new City roadways, redesigns, and resurfacing of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities. Provide landscaping, shading, protected lanes, pedestrian scale lighting and speed-reduction measures that that support a pleasant environment for pedestrians and bicyclists.

(Objective A-8 and Policies B-3.1 & B-3.2)

Policy HCE 1.7.5, 3.3.1

Policy ECP 6.2.2

Policy CIE 2.2.1

Policy MBL 1.2.3

Coordinate with the Florida Department of Transportation and Palm Beach County to implement Complete Streets principles, where appropriate, in the planning, programming, and construction of all new State and County roadways, redesigns, and resurfacing of existing roadways to address the needs of all users.

(Updated Policy 1.2.3)



GOAL MBL 1 MOBILITY SYSTEM

Policy MBL 1.2.4

Increase non-automobile transportation mode share by at least 5% by providing more opportunities for walking, biking, using golf carts, and riding transit throughout the city. [Complete by 2025]

Policy CSR 1.3.6

Policy MBL 1.2.5

Within eight (8) years, achieve recognition as a Bicycle-Friendly Community or Walk-Friendly Community OR achieve an average community Walk Score or Bike Score of 70 or more.

Policy CSR 1.3.8

Objective MBL 1.3 Expand Transit Connections

Expand and augment transit options that provide connections between the commuter rail-based transit stations and employment centers, high density residential developments, and recreational facilities.

(Reworded Policy A-1.6)

Policy MBL 1.3.1

Coordinate with Palm Tran, South Florida Regional Transportation Authority, and other transit providers to provide and enhance service to all users. **(Reworded Policy A-1.3; D-3.3)**

Policy HCE 1.9.9

Policy MBL 1.3.2

Provide mobility options that link Tri-Rail stations to the downtown area, employment centers and high density residential developments, such as but not limited to, trolley service or point to point services. **(Expanded Policy D-3.5)**

Objective MBL 1.4 Enhanced Mobility System

Enhance the safety, effectiveness, and travel options of the City's mobility system.

Policy MBL 1.4.1

Establish acceptable Quality Level of Service (QLOS) thresholds. The QLOS methodologies and measures are outlined in the 2013 Florida Department of Transportation Quality/Level of Service Handbook, as amended. The City shall periodically measure levels of service for motorists, pedestrians, and bicyclists on facilities throughout

the City. The City shall strive to maintain balance of QLOS for all users. [Complete by 2025]

Policy MBL 1.4.2

Implement land use strategies that support "park once environments", increase vehicular trip capture, reduce vehicle dependence, promote non-vehicular travel, and decrease Vehicle Miles Traveled (VMT), through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

(Expanded A-1.6)

Objective CSR 1.3

Policy MBL 1.4.3

Engage residents and property owners and collaborate with the City's Strategic Partners, including local bike-pedestrian advocacy groups, neighborhood associations, civic associations, and other local stakeholders to create a Pedestrian Master Plan and a Bicycle Master that identify existing bicycle routes, bicycle facilities, and pedestrian paths, and establish a network of interconnected paths and trails that are appropriate in the specific context and link residential neighborhoods with parks, open spaces, schools, recreation opportunities, and key destinations; the Plans shall identify physical constraints to complete bicycle and pedestrian networks, such as insufficient bike lane widths, insufficient sidewalk widths, gaps in the networks, and the need for new facilities, such as new crosswalks, sharrows, etc. **(Policy D-2.4, D-3.7, Carried Forward)**

Policy HCE 1.7.5

Policy EDU 4.2.1

Policy MBL 1.4.4

Collaborate with residents and property owners, and Strategic Partners, such as regional agencies, school districts, community planning groups, community activists, public health professionals, developers, and law enforcement officials to better realize the mobility, environmental, and health benefits of a walkable and bikeable community through educational outreach activities.



GOAL MBL 2 INFRASTRUCTURE

ACCOMMODATE THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS OF ALL USERS BY PROVIDING A SUPERIOR MULTIMODAL SYSTEM. (GOAL C Carried Forward)

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 2** shall be measured utilizing the following performance indicators:

- Creation of a Pedestrian Master Plan;
- Creation of a Bicycle Master Plan;
- Continue to require new development provide transit shelters; number provided; and,
- Creation of a downtown commuter rail service station design and improvement plans.

Objective MBL 2.1 Pedestrian Master Plan

Develop a Pedestrian Master Plan incorporating the locations and physical characteristics of existing pedestrian facilities and determine the location and characteristics of future facilities.

Policy MBL 2.1.1

Engage residents and property owners and collaborate with the City's Strategic Partners, including local bike-pedestrian advocacy groups, neighborhood associations, homeowner associations, civic associations, and other stakeholders to create the Pedestrian Master Plan that identifies needed projects to enhance the pedestrian network to provide continuous, safe, and accessible routes to schools, parks, transit, employment centers, and neighborhoods. [Complete by 2022]

Policy HCE 1.7.5

Objective OPR 2.2

Policy MBL 2.1.2

Amend Map AD-9 Pedestrian Network to reflect priority routes and projects within one year of the adoption of a Pedestrian Master Plan.

Objective MBL 2.2 Bicycle Master Plan

Develop a Bicycle Master Plan incorporating the locations and physical characteristics of existing facilities and determine the location and characteristics of future facilities. (Reworded Policy D-2.4 Carried Forward)

Policy MBL 2.2.1

Engage residents and property owners and collaborate with the City's Strategic Partners, including local bike-pedestrian advocacy groups, neighborhood associations, civic associations, and other stakeholders to create the Bicycle Master Plan. The Bicycle Master Plan shall identify needed projects to enhance the bicycle network to provide continuous safe and accessible routes to schools, transit, employment centers, and neighborhoods. [Complete by 2022] (Includes Policy D-3.4)

Policy HCE 1.7.5

Objective OPR 2.2

Policy MBL 2.2.2

Provide support and coordinate with Strategic Partners, including local and regional agencies, the Palm Beach Transportation Planning Agency Bicycle Trails, and Pedestrian Advisory Committee, Palm Beach County, the Florida Department of Transportation Office of Greenways and Trails, and the East Coast Greenway Alliance to assist in the development of local and regional trail networks that integrate the Southeast Florida Regional Greenways and Trails Plan.

Policy MBL 2.2.3

Create bicycle/pedestrian paths along canal, rail, and public corridor rights-of-way as part of an interconnected network of greenways, parks, and open spaces, for non-motorized transportation. (Reworded Policy D-1.2 Carried Forward)

Policy MBL 2.2.4

Pursue grants and other funding available for implementation of pedestrian, bicycle, and trail facilities, including land acquisition.



GOAL MBL 2 INFRASTRUCTURE

Policy MBL 2.2.5

Amend Map AD-8 Bicycle Network to reflect updated priority routes and projects within one year of the adoption of a Bicycle Master Plan.

Objective MBL 2.3 Commuter Rail Service

Support and augment commuter rail service to Delray Beach. (Updated Obj. D-3)

Policy MBL 2.3.1

Continue to promote transit-oriented development patterns around the Delray Beach Tri-Rail station. (Updated Policy A-1.6)

Policy MBL 2.3.2

Continue to provide local transit links to the Delray Beach Tri-Rail Service and plan to provide access to the Tri-Rail Coastal Link station. (Updated Policy D-3.5)

Policy MBL 2.3.3

Develop station design plans and site improvement plans for the Tri-Rail Coastal Link Station in downtown, considering the recommendations of Delray Beach Tri-Rail Coastal Link Station Master Plan. [Complete by 2025] (Updated Policy A-1.2)

Policy ECP 6.2.1

Policy CSR 1.3.3

Policy NDC 2.4.5

Policy MBL 2.3.4

Pursue grants and other funding available for implementation of Tri-Rail Coastal Link Station.

Objective MBL 2.4 Interconnect Transit

Develop a system of transit options that provide connections between the commuter rail-based transit stations and major transportation generators and attractors.

Policy MBL 2.4.1

Integrate local transit stops into existing and future development to provide convenient access to destinations, safe and comfortable waiting areas, and other amenities to improve the rider experience and increase transit ridership in the City.

(Reworded Policy A-1.5; A-1.6)

Policy HCE 1.9.9

Policy MBL 2.4.2

Require future developments make provisions for public transit facilities and amenities, such as covered bus shelters, benches, and bus bays, and coordinate closely with transit agencies to promote transit facilities and amenities that are consistent with short and long-range plans of those agencies.

(Policies A-1.5 and A-1.6 Carried Forward)

Policy MBL 2.4.3

Incorporate adequate public facilities, such as sidewalks and bike routes into the transit network to provide access to all users and to provide connectivity.

(Reworded Policy A-1.6 and Policy D-3.8)

Policy CIE 2.2.2

Policy CSR 1.3.7

Policy MBL 2.4.4

Support transit service along Delray Beach's main corridors to connect neighborhoods to the Tri-Rail stations, the downtown area, employment centers, and recreational destinations using mobility options, such as but not limited to, trolleys, point to point service, Palm Tran, etc. (Updated Policy D-3.2)

Policy ECP 6.2.3

Policy MBL 2.4.5

Develop, through the Land Development Regulations, mechanisms to encourage and provide opportunities for infill and redevelopment that improves ridership along transit corridors, including but not limited to, nodes of higher density, mixed use development, and Transit Oriented Developments.

Policy ECP 6.2.5

Policy CSR 1.3.2

Policy NDC 2.4.2

Policy MBL 2.4.6

Support maximizing options to relieve congestion through trolleys, shuttles, transportation modalities that augment Palm Tran and Tri-Rail Services and operate with the cleanest fuels possible. (Updated Policy D-3.6)

Policy HCE 3.2.1

Policy CSR 1.3.10



GOAL MBL 2 INFRASTRUCTURE

Objective MBL 2.5 Optimize Connectivity

Maintain safe and effective operation of the transportation network through optimization of connectivity.

Policy MBL 2.5.1

Unless superseded in an adopted Mobility Plan, the Level of Service (LOS) for City streets is LOS "E". The overall mobility of users is prioritized over maintenance of vehicular LOS. The City Commission shall retain the right to adopt alternative Level of Service thresholds on City streets for specific roadways based on unique overriding circumstances, such as limited right-of-way, preservation of historic character of neighborhoods, environmental considerations, or other social and/or equity considerations. If the City Commission does not adopt an alternative level of service, additional capacity improvements will be identified. The development of a Mobility Plan (Policy 1.1.1) will identify and establish a plan to address deficiencies in all transportation modes.

(Updates Objective B-1)

Policy MBL 2.5.2

Ensure safe vehicular, pedestrian, and bicycle operations in all new development, redevelopment, and on all City streets, including at driveway entrances and at intersections.

(Policies D-1.1, D-1.2 Carried Forward)

Policy MBL 2.5.3

Establish connectivity between transportation modes as an integral part of providing overall mobility. (Updated Policy D-3.8)

Policy MBL 2.5.4

Require all development provide accessible routes from the entry points of publicly-accessible buildings to the sidewalk network in accordance with the Americans with Disabilities Act (ADA).

(Objective D-2)

Policy MBL 2.5.5

Seek opportunities to provide an interconnected roadway network, especially in areas of the City where the network of streets is disconnected (such as area generally west of I-95). Require development to provide pedestrian, bicycle, and vehicular interconnections to adjacent properties.

(Policy C-1.2 Updated)

Policy NDC 2.3.2

OPR 2.2.4

Policy MBL 2.5.6

Coordinate with the Florida Department of Transportation and Palm Beach County to identify locations on roadways within the City with a high incidence of crashes and develop a plan to reduce incidences of crashes.

(Reworded Policy A-5.1, D-1.3 & D-2.3 Carried Forward)

Policy MBL 2.5.7

Support traffic calming based upon the adopted city policy, in residential neighborhoods to reduce incidences of crashes and to promote bicycle and pedestrian activity.

(Policy C-1.1 Carried Forward)

Policy HCE 1.9.5

Policy MBL 2.5.8

Continue to provide standards for new development and redevelopment in the Land Development Regulations to provide for safe traffic movements and reduce potential pedestrian-vehicular conflict points, including, but not limited to

- ✿ Location and design of driveway access and site circulation;
- ✿ Width and location of curb cuts;
- ✿ Width and location of median openings;
- ✿ Radii of curves and location of intersections of driveways and intersections on curves;
- ✿ Street lighting standards
- ✿ Traffic impact analysis
- ✿ Cross-access standards
- ✿ Minimum sidewalk widths
(Policy A-6.1 Carried Forward)

Policy MBL 2.5.9

New development or modifications to existing development shall upgrade points of access to meet current, adopted standards.

(Policy A-6.3 Carried Forward)



GOAL MBL 2 INFRASTRUCTURE

Objective MBL 2.6 Alleys

Provide for the protection and enhancement of alleys as a vital part of the transportation network.

Policy MBL 2.6.1

The City shall not abandon alley rights-of-way, and recognizes the important functions alleys provide by dispersing traffic, diversifying access points to properties, providing for multimodal access, and facilitating local trips.

Policy MBL 2.6.2

The City shall maintain the existing network of alleys in the downtown, which provide multiple benefits that enhance the quality of the area:

- providing access for sanitation collection
- providing locations for utilities
- minimizing commercial deliveries from occurring in the primary street network
- reducing pedestrian-vehicular conflict points on the sidewalks

Policy NDC 2.2.1, 2.2.2

Policy MBL 2.6.3

Maintain and enhance the existing network of alleys in residential districts and provide for safe pedestrian and bicycle usage.

Policy NDC 2.2.1, 2.2.2

Objective MBL 2.7 Public Rights-of-Way

Provide for the acquisition and protection of existing and future public rights-of-way for pedestrian pathways, transit facilities, and roadways in the City's policies, standards and regulations.

Policy MBL 2.7.1

Ultimate right-of-way shall be provided per the schedule in Table MBL-1 "Street Network and Classification and Improvements". (Policy A-2.2.)

Policy MBL 2.7.2

Conduct a detailed assessment of the needs for future roadway widths, sidewalk widths, bike lanes and right-of-way to accommodate public utilities. Conduct a review of existing public right-of-way widths and ultimate right-of-way requirements to determine if the required widths are sufficient or if

excess right-of-way is required to provide the basis for updating Table MBL-1. [Complete by 2022]

Policy MBL 2.7.3

Maintain the existing number of vehicular lanes and character of SR A1A. Oppose the widening of SR A1A for the purpose of enhancing vehicular flow.

(Policy A-7.1 Carried Forward)

Policy MBL 2.7.4

Maintain the existing number of vehicular lanes and character of Lowson Boulevard. Oppose the widening of Lowson Boulevard for the purpose of enhancing vehicular flow and prohibit obstacles from free-flow movement such as lane reductions or traffic calming.

(Policy A-7.2 Carried Forward)

Policy MBL 2.7.5

Maintain no more than two travel lanes on Swinton Avenue between the north City limits and SW 10th Street (excluding the segment between NE 1st Street and SE 1st Street) and restricting acquisition of new right-of-way for the purposes of increasing the public right-of-way to 60 feet in width or greater. (Policy A-7.3 Carried Forward)

Policy MBL 2.7.6

Establish design guidelines that address appropriate materials and detailing, street trees and landscaping, streetlights, signage, furniture, and sidewalks to protect and reinforce the character of the Swinton Avenue corridor. [Complete by 2022]

Policy MBL 2.7.7

Do not grant abandonment of right-of-way unless conclusively demonstrated that there is not, nor will there be, a need for the use of the right-of-way for any public purpose. (Policy A-6.3 Carried Forward)

Policy MBL 2.7.8

Continue to oppose, as expressed in Resolution No. 86-95, increases in bridge clearances across the Intracoastal Waterway to prevent adverse impact on residents and businesses in the vicinity of the bridges. (Policy A-7.4 Carried Forward)

Objective MBL 2.8 Maintenance and Beautification



GOAL MBL 2 INFRASTRUCTURE

Maintain, enhance and improve the City's public rights-of-way.

Policy MBL 2.8.1

Continue to maintain a program of street markings and traffic control in the budget and prioritize improvements in areas with the most need. (Policy C-2.1.)

Policy MBL 2.8.2

Remove or consolidate poles and other obstructions from vehicular, pedestrian, and bicycle travel ways as part of street reconstruction projects. (Policy C-2.2 Carried Forward)

Policy MBL 2.8.3

Continue to provide ongoing maintenance, including filling potholes and leveling pavement at railroad crossings and manholes and consider these needs in determining prioritization of street resurfacing projects. (Policy C-2.3 Carried Forward)

Policy MBL 2.8.4

Continue to beautify streets with landscaping and regular maintenance. (Policy B-3.1 and B3.2 Carried Forward)



GOAL MBL 2 INFRASTRUCTURE

Table MBL-1 Street Network Classification and Improvements					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
U.S. 1, Federal Highway (5th & 6th Avenues)	South City Limit to Linton Boulevard	Minor Arterial	State	120'	6
U.S. 1, Federal Highway (5th & 6th Avenues)	Linton Boulevard to SE 10th Street	Minor Arterial	State	60' N-bound 60' S-bound	3 N-bound 3 S-bound
U.S. 1, Federal Highway (5th & 6th Avenues)	SE 10th Street to approximately Bond Way.	Minor Arterial	State	60' N-bound 60' S-bound	2 N-bound 2 S-bound
U.S. 1, Federal Highway (5th & 6th Avenues)	Bond Way to North City Limit	Minor Arterial	State	120'	4
Interstate-95	City Limits	Principal Arterial	State	Varies	10
Atlantic Avenue, West	Military Trail to I-95	Principal Arterial	State	120'	6
Atlantic Avenue, West	Interstate-95 to Swinton Avenue	Minor Arterial	State	110'	4
Atlantic Avenue, East	Swinton Avenue to FEC Rail Corridor	Minor Arterial	City	65'	2
Atlantic Avenue, East	FEC Rail Corridor to 5th Ave (Federal Highway)	Minor Arterial	City	70'	2
Atlantic Avenue, East	5th Avenue (Federal Highway) to A-1-A	Collector	State	80'	4
A-1-A (Ocean Boulevard)	City Limits	Collector	State	50' to 60'	2
Congress Avenue	City Limits	Principal Arterial	County	120'	6
Military Trail	City Limits	Principal Arterial	County	120'	6
Linton Boulevard	West City Limits to Federal Highway	Minor Arterial	County	120'	6
Linton Boulevard	Federal Highway to A-1-A	Collector	County	120'	6 - 4
Dixie Highway	SE 10th Street to Linton Boulevard	Collector	City	80'	2
Dixie Highway	Linton Boulevard to South City Limit	Collector	County	80'	4
Swinton Avenue	George Bush Boulevard to NE 22nd Street	Collector	City	60'	2
Swinton Avenue	N 1 st Street to George Bush Boulevard	Collector	City	66'	2



GOAL MBL 2 INFRASTRUCTURE

Table MBL-1 Street Network Classification and Improvements					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
Swinton Avenue	South 10th Street to N 1 st Street	Collector	City	60'	2
Seacrest / N.E. 2nd Avenue	Atlantic Avenue to Gulf Stream Boulevard	Collector	City	60'	2
N.E. 22nd Street	Swinton Avenue to Seacrest Boulevard	Collector	City	60'	2
Old Germantown Road	Park Access Road to Congress Avenue	Collector	City	80'	2
Wallace Drive	Linton Boulevard to S.W. 10th Avenue	Collector	City	80'	4
Barwick Road	Atlantic Avenue to North City Limits	Collector	City	80'	2
Lake Ida Road	Military Trail to Swinton Avenue	Collector	County	110'	4
NE 4 th Street	Swinton Avenue to Federal Highway (N.E. 5th Avenue)	Collector	City	50'	2
NE 4 th Street	Federal Highway (N.E. 5th Avenue) to Federal Highway (NE 6 th Avenue)	Collector	City	60'	2
S.W. 10th Avenue	Lindell Boulevard to SW 10 th Street	Collector	City	80'	2
Lindell Boulevard	Federal Highway to SW 10 th Avenue	Collector	City	80'	2
Carl Bolter Drive	South City Limit to Lindell Boulevard	Collector	City	80'	2
N.W. / S.W. 4th Avenue	Lake Ida Road to South 10th Street	Collector	City	50'	2
N.W. / S.W. 8th Avenue	Lake Ida Road to Linton Blvd.	Collector	City	50'	2
N.W. 10th Avenue / S.W. 12th Avenue, Auburn Trace and S.W. 14th Avenue	Lake Ida Road to S.W. 10th Street	Collector	City	50'	2
Homewood Boulevard	Linton Boulevard to West Atlantic Avenue	Collector	City	80'	4
S.W. 10th Street	Congress Avenue to SW 8 th Avenue	Collector	City	80'	4 - 2
S.W. 10th Street	SW 8 th Avenue to SW 4 th Avenue	Collector	City	60'	4 - 2
SW / SE 10 th Street	SW 4 th Ave to Swinton Avenue	Collector	City	77'-90'	4 - 2



GOAL MBL 2 INFRASTRUCTURE

Table MBL-1 Street Network Classification and Improvements					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
SE 10 th Street	Swinton Avenue to Federal Highway (S.E. 6 th Avenue)	Collector	City	60'	4 - 2
George Bush Boulevard	Swinton Avenue to NE 3 rd Avenue	Collector	City	50'	2
George Bush Boulevard	NE 3 rd Avenue to NE 5 th Avenue (Federal Highway)	Collector	City	66'	2
George Bush Boulevard	NE 5 th Avenue to NE 6 th Avenue (Federal Highway)	Collector	City	80'	2
George Bush Boulevard	NE 6 th Avenue (Federal Highway) to Andrews Ave	Collector	City	66'	2
George Bush Boulevard	Andrews Avenue to A-1-A	Collector	City	60'	2
Lowson Boulevard	Military Trail to Congress Avenue	Collector	City	80'	2
N.E. 1st Street	Swinton Avenue to Federal Highway (N.E. 6 th Avenue)	Collector	City	55'	2
S.E. 1st Street	Swinton Avenue to Federal Highway (S.E. 6 th Avenue)	Collector	City	55'	2
Gulf Stream Boulevard	Seacrest Boulevard to Federal Highway	Collector	County	80'	2 - 4
NE / NW 2nd Street	N.W. 12th Avenue to Federal Highway (N.E. 6 th Avenue)	Collector	City	50'	2
SE / SW 2nd Street	S.W. 12th Avenue to Federal Highway (S.E. 6 th Avenue)	Collector	City	50'	2
Brant Drive / Blue Jay Turn	Lindell Boulevard to City Limit	Collector	City	80'	2
S.W. 29th Street / S.W. 22nd Avenue	Congress Avenue to Old Germantown Road	Collector	City	80'	2
Dover Road	Linton Boulevard to Lowson Boulevard	Collector	City	80'	2
Forrest Road	Lakeview Boulevard to Lowson Boulevard	Local	City	80'	2
Other streets with curb or and gutter		Local	City	50'	2



GOAL MBL 2 INFRASTRUCTURE

Table MBL-1 Street Network Classification and Improvements					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
Other streets without curb and gutter		Local	City	50'	2
Other streets		Collectors	City	80'	2 - 5
Other Streets in Tropic Palms		Local	City	60'	2
Andrews Avenue	Atlantic Avenue to Pelican Lane	Local	City	50'	2
Seasage Drive/Venefian Drive	Poinsettia Road to Atlantic Avenue	Local	City	50'	2
Seagate Drive/Gleason Street	Poinsettia Road to Atlantic Avenue	Local	City	50'	2
Miramar Drive	MacFarlane Drive to Gleason Street	Local	City	50'	2
Ingraham Drive	MacFarlane Drive to Venetian Drive	Local	City	50'	2
Vista Del Mar Drive	One-Way	Local	City	30'	1
Bay Street	Gleason Street to A-1-A (One-Way Westbound)	Local	City	30'	1
Other Streets on Barrier Island		Local	City	40'	2
Alleys		Local	City	20'	2



GOAL MBL 3 MAXIMIZED INVESTMENT & RETROFITTING

ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY, ACCESSIBILITY, AND QUALITY OF LIFE (GOAL D)

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 3** shall be measured utilizing the following performance indicators:

- Number of new cross access links between properties;
- Amount of new right-of-way or easements providing bike-ped trails; and,
- Prepare a Parking Management Plan update and reassess every four years.

Objective MBL 3.1 Mobility Connections

Improve mobility options by increasing connections among multiple transportation modes in the downtown area, nodes of higher density along major corridors, transportation hubs, transit-oriented developments, urban redevelopment and infill, and in suburban redevelopment to support the mobility system.

Policy MBL 3.1.1

Include cross access between properties to reduce vehicular trips on the roadway network. Cross-connectivity shall include bicycle and pedestrian accommodations except where infeasible due to natural or environmental constraints.

Policy NDC 2.3.3

Policy MBL 3.1.2

Implement a gridded, fine-grain network of pedestrian and roadway connections in areas where an interconnected street network does not exist by requiring development to make accommodations for new pedestrian, bicycle and vehicular links in the network.

Policy MBL 3.1.3

Limit dead-end streets and cul-de-sacs and encourage connectivity of vehicular, pedestrian and bicycle routes.

Policy NDC 2.2.1

Policy MBL 3.1.4

Future development shall provide right-of-way for the trail network described in Policies MBL-2.2.2, MBL-2.2.3 and MBL 2.2.4. Pedestrian and bicycle connections to the trail network shall be provided.

Policy MBL 3.1.5

Require new development to provide connections to public transportation facilities, such as sidewalks, bike routes, and transit stops. (**Policy A-1.6 Carried Forward**)

Policy CSR 1.3.7

Objective MBL 3.2 Vehicular Dependency

Take measures to reduce the number of vehicular trips, reduce trip length, and reduce vehicle miles travelled through interconnectivity principles and through Transportation Demand Management principles. (**Updated Obj. B-3**)

Policy MBL 3.2.1

Require office development to participate in Transportation Demand Management strategies, such as carpooling, parking management, flexible work hours, provision of pedestrian, bicycling, and transit facilities, and financial incentives for using transit, rideshare, etc. (**Reworded Policy D-3.1**)

Policy HCE 1.9.14

Policy ECP 6.2.4

Policy MBL 3.2.2

Prioritize vehicle-miles-travelled reduction over reduction in delay at intersections when reviewing the mobility impacts of developments and City-initiated transportation projects.

Policy MBL 3.2.3

Use traffic calming solutions to limit vehicular traffic volumes and speeds and discourage the closure of existing streets and alleys. (**Policy C-1.1 Carried Forward**)

Policy CSR 1.4.8

Policy PFE 6.1.2

Policy HCE 3.2.3



GOAL MBL 3 MAXIMIZED INVESTMENT & RETROFITTING

Policy MBL 3.2.4

Establish an annual event and collaborate with local schools, both public and private, to promote and participate in National Walk to School Day and National Bike to School Day. [Complete by 2022]

Policy HCE 1.8.4

Policy EDU 1.8.4

Objective MBL 3.3 Transportation Management

Utilize Transportation System Management principles to effectively maximize the operations in the existing transportation system while simultaneously reducing emissions and reducing the need for increased laneage on roadways.

Policy MBL 3.3.1

Coordinate with and support efforts by Florida Department of Transportation, Palm Beach County and other strategic partners to implement Transportation System Management principles on roadways within the City, including optimization of traffic signal systems, transit prioritization, and technologies benefiting pedestrian and bicyclist movement at signalized intersections.

Policy MBL 3.3.2

Adopt and implement a Downtown Curb Management Plan that identifies pick-up and drop-off locations, opportunities to consolidate service types, etc.

Objective MBL 3.4 Parking Requirements

Continue to develop and refine policies that adjust parking requirements to account for changes in car ownership trends, the growth of ride-sharing, connected vehicles, and vehicles automation.

Policy MBL 3.4.1

Regularly analyze, assess, and update parking requirements in the Land Development Regulations to reflect actual parking trends and needs. Parking requirements may be customized for various parts of the City (e.g. Downtown, West of Congress Avenue).

Policy MBL 3.4.2

Calculate future parking requirement needs for development considering the growth of ride-sharing, connected vehicles, and vehicle automation. Encourage shared use of parking facilities to reduce the overall need for parking supply.

Policy MBL 3.4.3

Prepare an update to the Parking Management Plan identifying parking strategies, including utilization of the County parking garage and future locations of parking structures and lots in the downtown area to provide adequate parking for the downtown users; re-assess the plan every four years and update, as needed. [Completed by 2022]

Policy ECP 6.2.6

Policy MBL 3.4.4

Implement shared parking principles for mixed use developments and for adjoining properties, where feasible, and allow for reduction in the projected parking demand for development (or specific uses) based on professionally accepted standards.

Policy MBL 3.4.5

Identify appropriate locations in the downtown area for ridesharing, hail service, and valet drop off and pick up that are safe, well-lit, and limit disruption of traffic flow [Complete by 2025].

Objective MBL 3.5 Mobility Development Standards

Integrate mobility into future land use decisions by implementing policies that promote development compatible with transit, bicycle and pedestrian modes, and by creating and enforcing pedestrian and transit-oriented development standards within the Land Development Regulations.

Policy HCE 1.9.1

Policy MBL 3.5.1

Identify right-of-way needs based on future land use impacts on transit corridors and develop a priority schedule. (Objective A-2 Carried Forward)

Policy MBL 3.5.2

Coordinate with private land owners, the Palm Beach Transportation Planning Agency, the Florida Department of Transportation, and Palm Beach



GOAL MBL 3 MAXIMIZED INVESTMENT & RETROFITTING

County to identify funding sources for potential acquisition of right-of-way.

Policy MBL 3.5.3

Consider the social, equity, and environmental impacts of any land acquisition for right-of-way.

Policy MBL 3.5.4

Coordinate evacuation planning efforts with Palm Beach County and the Florida Department of Transportation.

Objective MBL 3.6 Development Intensity

Allow increased development intensity in specific areas served by multiple high-frequency transit services.

Policy MBL 3.6.1

Identify the areas within a half-mile surrounding commuter rail transit stations as Transit Oriented Development districts.

Policy MBL 3.6.2

Continue to offer and develop new incentives for development within identified Transit Oriented Development districts, such as reduced parking requirements, increased density, or smaller unit sizes.

Policy NDC 2.4.3

